PUDUKKOTTAI STATE
NATIONAL WAR FRONT BUREAU

BULLETIN] OCTOBER 9, 1943 [No. 167

Members of the public are requested to make a free present of any suitable old Tamil books they can spare for the perusal, in their leisure time, of our soldiers outside India.

Books so given will be handed over to the Superintendent of the State Press, who will arrange to despatch them.

LECTURE CLXVII.

R. A. F. IN INDIA "GO TO IT."
ACTIVITY DURING MONSOON
QUICKENING OF TEMPO INDICATED.

(*Wing Commander L. V. Fraser*).

As the monsoon ends, the R. A. F. in India prepare to intensify their operations against the Japanese in Burma. This quickening of the pulse does not mean that the R. A. F. have been inactive during the last few months, for since the end of the last monsoon R. A. F. achievements have been considerable. They have had two main objectives—to prevent the Japanese from using bases in Burma for attacks on India, and to prevent them from exploiting Burma for the benefit of their general war effort. Both have been achieved in close co-operation with the U. S. Tenth Air Force. A subsidiary but highly important tactical róle has been close support of the Army in the Arakan campaign.

At the beginning of the winter, the Japanese started night-bombing the big cities of Bengal. They started with five raids on Calcutta during Christmas week, when the maximum number of aircraft taking part on any one night was eight. Material damage was slight. They returned on January 15, when their entire formation of three aircraft was destroyed in five minutes by Allied night fighters. On January 20 two more were destroyed and a third damaged out of a total of four. The Japanese have not been back since. The only raids on Indian soil since that time have been raids on airfields in the battle zone. India itself has been made secure from air attack.

As part of this strategy, Allied medium and heavy bombers attacked enemy airfields by day and night, and pushed Japanese bomber squadrons back from their forward landing

grounds. Of these, Magwe was one of the nearest to India and one of the most important. Docks at Akyab and Rangoon were attacked regularly, Akyab mostly by the Americans. Thus the Allied air chiefs ensured that no seaborne assault on India could be mounted unobserved. They ensured also that the maintenance of the Japanese occupation forces was made as difficult as possible.

FOUR MONTHS' HAUL.

By unremitting attacks on the enemy's lines of communications, the R. A. F. and the U. S. A. A. F. have made it difficult for the Japanese to bring much material into Burma. Certainly they have stopped him from taking a great deal out. Oil wells and refineries demolished before the evacuation of Burma have been bombed and shot up regularly. Railways, river steamers and sampans, motor boats and every other form of transport have been harried unmercifully both in and out of the monsoon. Total destruction from May until the end of August by Beaufighters and Hurricanes alone was 1,620 sampans, 43 steamers and barges, 683 other craft, 45 locomotives, 510 waggons 125 transport vehicles and 18 factories.

In the middle of May, when the Japanese advance in Arakan stopped and enemy lines of communication were at their limit, the R. A. F. and the U. S. A. A. F. went out in special operations against these lines for three days and nights. By this time the bulk of the Japanese air force had been withdrawn, and there was little opposition. In these three days 53 transport vehicles were destroyed or damaged. Fifteen barges, 15 steamers and more than 200 sampans were also destroyed and damaged. Too late, the Japanese brought their bombers and fighters forward from Thailand and further back in Burma. They were spotted by reconnaissance aircraft, and the Allies did not oblige them by continuing the operation. The Japanese fighters had nothing to do. Bombers made a retaliatory raid on the Chittagong airfield, and lost seven aircraft destroyed and six damaged. They made another attack on the Chittagong airfield on May 29, and lost six aircraft and two probably destroyed. Three were damaged.

SCOUTING THROUGH THE MONSOONS.

That marked the end of the enemy's air activity. The R. A. F., on the other hand has continued to scout over the enemy's roads, rivers and railways in Burma throughout the monsoon. Beaufighters and Hurricanes particularly have given him no respite. His troops have been bombed accurately by Vengeance dive-bombers, which in this thick jungle country have proved an accurate and powerful weapon. Since they started operating on May 13, Vengeance dive-bombers have flown nearly 300 sorties without the loss of a single aircraft. One Vengeance pilot after attacking a building at Akyab said that he "dived down and passed the house going up."

Both strategically and tactically the R. A. F. and U. S. A. A. F. imposed their will, They maintained a favourable air balance over the borders of India and the Arakan battlefield, and struck over the whole of North Burma as far south as Rangoon. Since last monsoon the Japanese have lost 107 aircraft destroyed, and many more have been damaged so that they are unlikely to have reached their bases. In that time the R. A. F. have lost 95 aircraft ; the pilots of 18 were saved.

A novel feature in this theatre of war has been the outstandingly successful dropping of supplies to the ground forces by R. A. F. transport squadrons. This technique has been developed with great success by one squadron in particular. From 190 tons in

January this squadron has increased its supply dropping to 760 tons in July, mostly to friendly tribesmen in the interior, and on isolated army units like the famous Wingate expedition.

Now behind the front line an immense organisation of airfields and maintenance units has been built up well out of range of the enemy's. French squadrons now resting and re-equipping in Southern India are ready and eager for battle. The stage is set for longer raids by heavy bombers into the Burmese hinterland and into Thailand. Vengeance aircraft are pouring into India with streams of modern fighters and bombers. On September 15 Air Chief Marshal Sir Richard Peirse told his men, "Let's go to it." They have been going to it all through the rains. Now they will go to it literally with a Vengeance.

WEEKLY WAR SUMMARY.

(A)—LEADING EVENTS.

30—9—43 (Thursday).	**Allies capture** *NAPLES* **in Italy.**
	Russians retake *KRICHEV.*
1—10—43 (Friday).	*MUNICH* **in South Germany and Weiner Neustadt factory near** *VIENNA* **(Austria) are heavily bombed from North** *AFRICA.*
2—10—43 (Saturday).	**Allies capture the New Guinea base of** *FINSCH-HAFEN.*
	British 8th Army occupies *SAN SAVERO* **and** *LUCERA* **(Italy).**
3—10—43 (Sunday).	**The Germans evacuate** *TAMAN* **in Russia.**
	Allies occupy *BENEVENTO* **in Italy.**
	KASSEL **and** *FRANKFURT* **in Germany are heavily bombed.**
4—10—43 (Monday).	**Admiral Sir Andrew Cunningham is appointed First Sea Lord in place of Sir Dudley Pound relieved on grounds of ill health.**
	British 8th Army makes a new landing on the Adriatic and captures *TERMOLI* **in Italy.**
	Germans evacuate *CORSICA* **in the Mediterranean.**
5—10—43 (Tuesday).	**Field Marshal Smuts arrives in** *ENGLAND* **for consultations.**
	American warships bombard *WAKE* **Island in the** *PACIFIC.*
6—10—43 (Wednesday).	**Allied troops in Italy cross the** *VOLTURNO* **River.**

News in Brief.

Italy.—NAPLES fell on Sep. 30, but not before the Germans had destroyed the town and harbour. It took the 5th Army 6 days to batter the German defence ring round the city. Some of the bitterest engagements were fought in the wild mountains separating the plain of NAPLES from the Gulf of SALERNO.

Before the city was taken the 5th Army had captured SAN ANGELO, E. of NAPLES, POMPEII at the foot of Mt. Vesuvius, ACERNO and NOCERA; and the 8th Army, ZAPPONETU on the Adriatic.

After the capture of Naples the 5th Army advancing beyond the city took SAN SEVERINO, AVELLINO, TORRE ANUNZIATA, BENEVENTO, FRIGENTO, VALLATA, GROTTA MINARDA MOTTA MONTMILLETO, POMIGLIANO DARCO, CAPODICHINO, AVERSA and MADALONI. It had also crossed the Calore and Volturno Rivers.

The 8th Army driving along the main road from FOGGIA to ROME, occupied SANSAVERO and LUCERA. Leap-frogging, it also made a new landing at TERMOLI on the Adriatic. It is now fighting fierce battles W. of TERMOTI on the line of the Biferno River.

The crossing of the Calore River by the 5th Army and the capture of TERMOLI by the 8th constitute the Allied pincers closing in on the German forces retreating towards ROME. BASTIA in CORSICA has fallen. The Corsican campaign is practically over.

The Germans claim to have landed in CORFU, COS and LEROS (the DODECANESE) and to have annexed three Italian Provinces.

Croats have captured the island of LUSSIN.

Russia.—KREMENCHUNG, the last German foothold on the E-bank of the Dnieper fell on Sep. 29. In the TAMAN Peninsula, STARO-TITOROVSKAY, KRASNAYA STRELA, VOZ ROZHDENIC and TAMAN itself have been captured.

In spite of deterrent weather the Red Army is driving towards ORSHA, MOGILEV, GOMEL and VITEBSK.

The Russian offensive continues, though the Germans wish to remain on the Dnieper as their Winter Line.

Air war over Germany.—The attacks of the week were concentrated on BOCHUM, HEGEN, MUNICH, WEINER NEUSTADT, EMDEN, KASSEL, FRANKFURT and HANOVER. BOCHUM is the centre of the Ruhr coal basin. MUNICH is the 'spiritual home' of the Nazis. Here 4,000 lbs of block-buster bombs were dropped every minute for 25 minutes. German fighters dropped flares from a distance of 150 miles on the way to MUNICH. Fires were started, which could be seen from 200 miles.

WIENER NEUSTADT near VIENNA is the centre of the manufacture of air-frames for German planes. EMDEN is a great U-boat base. KASSEL is a centre of locomotive production, HEGEN of metal industries and HANOVER of rubber and wool-combing manufacture.

The Pacific.—FINSCHHAFEN fell on Oct. 2 preceded by bombing attacks on KAKUGOG. The Australians are advancing on MADANG and WEWAK. The Japanese are abandoning VILA on KOLOMBANGARA Island in the SOLOMONS. Allied warships are bombarding the evacuating troops. One enemy gunboat and 40 evacuation barges have been sunk.

China.—Heavy fighting continues in W. CHEKIANG, S. KIANGSU and ANHWEI Provinces. The Japanese have broken into KWANGTEH in S. ANHWEI, a centre of communications S. E. of NANKING. Bloody street fighting is in progress.

American Air forces in CHINA raided HAIPHONG in INDO-CHINA.

Burma.—Details of Air-raids over BURMA are given in the next section.

Naval.—The Home Fleet, including a U. S. aircraft-carrier and other U. S. ships carried out an operation on Oct. 4 in the BODO area (NORWAY). Hits were obtained on a number of large enemy merchant ships, including a tanker of 8,000 tons.

ALLIED AIR RAIDS.

27—9—43 (Monday).

EUROPE (German occupied).

(14 enemy planes destroyed, 7 Allied planes missing).

DAY:—(By U. S. A. A. F.)
Port installations at EMDEN.
The railway centre at ROUEN-HOTTIVILLE.
Airfields at ABDEVIDLE-DRUCAT.
(R. A. F. Dominion and Allied fighters provided escort).

NIGHT:—(By R. A. F.); (39 Allied planes missing.)
Industrial objectives at HANOVER.
BRUNSWICK and EMDEN.

ITALY and the MEDITERRANEAN.

The airfields at VITERBO, LAGODI, BRACCIANO (Italy).
Troop concentrations and trains in the battle area (Italy).
Airfields in CRETE.

RUSSIA.

(71 German aircraft shot down).
Air combats and grounded aircraft all along the Russian Front.

FAR EAST.

Jap troops and gun positions in and around FINSCHHAFEN (N. Guinea).

BURMA.

Railway yards at PYAWBWE.
KYAURSE.
The jetty at AKYAB.

28—9—43 (Tuesday).

EUROPE (German occupied).

No information.

ITALY and the MEDITERRANEAN.

Road and river communications behind the retreating German army in the NAPLES area.

RUSSIA.

Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

Shipping in the harbour and the airfield at WEWAK (N. Guinea).
(7 Jap ships sunk; 29 barges sunk; 64 Jap planes shot down).

BURMA.

Sampans along the CHINDWIN and IRRAWADDY Rivers.
River craft at MAGWE.
Railway installations at TAUNGTHA.

29—9—43 (Wednesday).

EUROPE (German occupied).

NIGHT:—(By R. A. F.)
Industrial area of BOCHUM (Germany).
Laying mines in enemy waters (1 Axis plane shot down).

ITALY and the MEDITERRANEAN.

Bridges and road junctions around CANCELLO, PIANO and AMOROSI.
A bridge near APPOLLINARI.

RUSSIA.

Air combats and grounded aircraft all along the Russian Front.

FAR EAST.

Supply dumps and installations in the WEWAK area (N. Guinea).
Enemy barges off CHOISEUL (N. Georgia).

BURMA.

Docks at GIZO (By U. S. A. A. F.).
Warehouse area at MAGOK.
Railroad yard at TANTABIN.
A rail centre at NGAPAYIN.
Rolling stock and trackage at YE-U.
Docks at AKYAB and BASSEIN.

(By R. A. F.)

Army huts near BUTHIDAUNG.
Jap positions east of MAUNGDAW.
MAWLAIK.
Jap communications south of YE-U.
Barges on the MU River.
Railway bridge at CHANTHA.

30—9—43. (Thursday).

EUROPE (German occupied).

DAY & NIGHT:—No information.

ITALY and the MEDITERRANEAN.

Bridges and roads around CAPUA, BENEVENTO PIANO, and CASTELVENER.
Rail and road junctions at FORMIA.

RUSSIA.

(59 Axis planes shot down).
Air combats and aircraft on the ground all along the RUSSIAN Front.

FAR EAST.

Jap targets from BOUGAINVILLE (in the Solomons) to CELEBES (D. E. Indies).
The airfield at KAHILI (Solomons) (12 Jap planes shot down).

BURMA.

(By U. S. A. A. F.)

Barracks area at PAKOKKU.
Rail road yards at the THAZI.

1—10—43 (Friday).

EUROPE (German occupied).

Day:—
The aircraft factory at WIENER-NEUSTADT.
MUNICH (Germany).

NIGHT:—(By N. W. A. A. F.)
The U-boat industry at HAGEN (Germany).
U-boat base at EMDEN (Germany).
The airfield at ST. OMER (France).

ITALY and the MEDITERRANEAN.
(11 enemy aircraft shot down
14 Allied planes missing).
Pontoon bridges at GRAZZANISE.
Coastal road to FORMIA.

RUSSIA.
(41 enemy planes shot down).
Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.
The airfields and Jap positions at MADANG and WEWAK.

BURMA.
Buildings at BASSEIN.
Jap installations at NAMTI.

2—10—43 (Saturday).

EUROPE (German occupied).
NIGHT:—(By R. A. F.)
MUNICH (Germany).
Laying mines in enemy waters.
Objectives in the RUHR and the RHINELAND (Germany).

ITALY and the MEDITERRANEAN.
Enemy transport in the ISERNIA–CAMPOBASSO area.
Roads and bridges behind the German army in ITALY.

RUSSIA.
(42 Axis planes destroyed).
Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.
Jap bases of MADANG and WEWAK (N. Guinea).

BURMA (By U. S. A. A. F.)
Warehouse area at MONYWA.
Storage buildings at ALON.
Jap vessel at MYINGUN.
Jap positions at NATCHAUNG.
Jap installations at TAUNGUP.

3—10—43. (Sunday).

EUROPE (German occupied).
NIGHT:—(24 enemy planes destroyed by R. A. F.)
Armament and Engineering centre of CASSEL (Germany).
Objectives in HANOVER and the RHINELAND.
Laying mines in enemy waters.

ITALY and the MEDITERRANEAN.
(3 Allied planes missing)
Marshalling yards and motor transport behind the enemy lines.
ISERNIA.
Marshalling yards at CIVITAVECCHIA.
A River bridge near CAPUA.

RUSSIA.
(53 German planes shot down).
Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.
Jap positions at GARILLI village (N. Britain).
The airfield at GASMATA (N. Britain).
GAROVE Islands.
ROOKE Island.
Jap positions at AMBOINA.

BURMA.
Railway yards at SAGAING.
Tracks and rolling stock in BURMA.
Railway yards at NAMTI.
Jap occupied villages in the AKYAB area.

ENEMY AIR RAIDS.

28—9—43 (Tuesday).

BRITAIN.
No enemy air activity.

MEDITERRANEAN.
The Islands of COS and LEROS.

RUSSIA.
Air combats over the GOMEL area.

FAR EAST.
DRYSDALE MISSION (Australia).

29—9—43 (Wednesday).

BRITAIN.
No enemy air activity.

RUSSIA.
Russian positions in White RUSSIA.

FAR EAST.
No information.

30—9—43 (Thursday).

BRITAIN.
No enemy air activity.

RUSSIA.
No information.

FAR EAST.
Airfields at MUNDA (N. Georgia) and VELLA LAVELLA (Solomons).

1—10—43 (Friday).

BRITAIN.
No enemy air activity.

RUSSIA.
Russian positions along the east bank of DNIEPER.

FAR EAST.
No enemy air activity.

2—10—43 (Saturday).

BRITAIN.
LONDON area (only an alert).

RUSSIA.
No information.

FAR EAST.
The airfield in VELLA LAVELLA (Solomons).

3—10—43 (Sunday).

BRITAIN.
No enemy air activity.

RUSSIA and FAR EAST.
No information.

4—10—43 (Monday).

BRITAIN.
Places in East ANGLIA and South ENGLAND (1 enemy plane shot down).

MEDITERRANEAN.
The Island of COS.

RUSSIA
No enemy air activity.

FAR EAST.
No information.

SIDE LIGHTS.

THE STRUGGLE AHEAD. 'We are engaged in a total war. We are engaged in a struggle for life. Although you cannot say peril is imminent, as it was in 1940 or during the year when we were all alone, nevertheless, if

this war were so handled that unity of national effort were diminished, that its pace and vigour were slackened, that we fell apart, that apathy overtook us and if this were typical throughout the forces of the United Nations, then, indeed, another set of dangers, not perhaps so catastrophic in their aspects but none the less deadly in their character, would march upon us.

'The war would languish, our soldiers find themselves short of munition services just at a time when they would meet them most.'

Thus spoke Churchill on September 28, at a conference of workers cautioning them against any relaxation of effort in the belief that the present series of victories in all theatres has brought us within sight of final victory.

This is timely warning, as we could also see from Col. Knox's statement at ALGIERS on October 3 after his recent Mediterranean visit. He declared that any assumption that the war would be over before Christmas was 'utterly unwarranted.' The assault on the fortress of Europe was just beginning.

Curiously enough Goebbels too chimes in, he says, 'Never in history has a war eased off in the second half.'

And Tojo too, in his broadcast of September 21 has plainly stated 'The situation intensifies every minute. Eat or be eaten.'

To India, too, as a base of operation war has come closer than ever. Lord Mountbatten has arrived. This is not the hour to rest on our oars ; it is the time to redouble the war effort.

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ITALIAN AFFAIRS. The King of Italy assisted by Badoglio has set up a provisional Government at BARI, and called upon all loyal Italians, in the name of their honour and of the oath they have taken, to join him and fight the common enemy. The Allies have recognised the Government as a Co-belligerent, in consideration of Badoglio having 'played ball' during the armistice episode. Whatever this means, the Allies have now a use for this administration. In its absence they would have to administer the occupied territory themselves. The Royal House of Savoy has also a tradition which furnishes legality and legitimacy to the new Government. Though the country, generally speaking, is war-weary and incapable of any large-scale effort, the new Government may at least prove an effective opposite number to counter the appeals of Mussolini. The present Allied move is expediency no doubt, but unusual circumstances call for unusual measures.

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THE AMGOT. Meanwhile, in the wake of the Allied march the Amgot follows, and as in SICILY, takes up its beneficent tasks on the mainland of ITALY. British Policemen—the LONDON Bobby now in the Amgot in some number, are at their silent task, imperturbable and friendly, maintaining order and bringing succour.

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ITALIAN CO-OPERATION. General Eisenhower has conferred with Marshall Badoglio on military co-operation. Though the forces that Badoglio may rally may not be able to expel the foe, they may be useful for second-line tasks such as guarding communications, and for dock and road labour.

Most of the Italian Navy is in Allied ports and theoretically should be useful. We have the ships it is true, but their manning is the problem. It is possible that in course of time the Italian officers and men would fall into line and co-operate, though that is not yet. The British Navy cannot man them, even if we had the 70,000 officers and men that would be required for it because they would first have to be trained in the use of the Italian equipment.

Mussolini unfortunately still clings desperately to the broken Axis, and is staging a come-back. In his Tripartite Pact Anniversary speech he still talks of 'Italian forces', which will join GERMANY and JAPAN 'to liberate the world.' What forces he will muster, and what desire they will have to fight for GERMANY is not known, but what has happened to the 30 Italian Divisions that were already in ITALY is also not known. Hitler has invoked the aid of resurrected Fascism, and Mussolini has replied that Fascism is getting its forces 'ready'.

This promise looks like an empty boast. In N. ITALY the situation, though externally quiet, is still extremely tense. In N. Italian factories, work has been resumed in a way under German armed control, with low output, shortage of raw materials, sabotage, and lack of skilled labour. Disbanded Italian troops are said to have been called up for forced labour.

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PROGRESS OF THE WAR IN ITALY.

NAPLES has fallen, the 5th Army having taken a whole week nearly to smash the ring of enemy defences in the wild mountains between the plains of NAPLES and the Gulf of Salerno. The enemy is fleeing north towards ROME, pursued by the victors. The Germans say they 'evacuated' the city because of a 'communist revolt', while the reasons as are well-known were the nearness of the Allied armies in strength, their new landings and the bombardment of the German positions by the Royal Navy. The skies of ITALY too now belong to the Allies. The *Luftwaffe* had deserted the German garrison.

Before retreating, German vandalism set fire to the city and destroyed the harbour. The noble city—a beauty spot in EUROPE which had already suffered by civil war—is in ruins without light, gas, water or food.

The fall of NAPLES, like the Russian advance, has proved that the Germans can be out-generalled and out-fought, and though the way to ROME may still be long, and that to BERLIN longer, they are now both open and penetrable.

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CORSICA.

The withdrawal of the Germans from SARDINIA and CORSICA shows how pressure exerted at one point will force issues at another point. Pressure on the enemy in ITALY has caused his abandonment of these important islands. The occupation of CORSICA is a model of Co-operation of Allied arms. Allied submarines and aircraft prevented the escape of any large number of enemy survivors. Besides being a wholly French adventure, the operations have also revealed the presence of a large contingent of saboteurs. The invaders, we are told, found ready a force of 15,000 Corsicans already armed and ready to assist. Marcel Deat—more pro-German than even Laval—has admitted the existence of these secret organisations, aided and equipped secretly by the Allies, and ready to take the field when the call comes.

YUGOSLAVIA. There are several indications—at least three, that YUGOSLAVIA may soon become a major theatre of conflict. One is the arrival of King Peter of YUGOSLAVIA in the Middle East, the second the arrival of the German Minister of transport in SOFIA and the third, the development of fighting all along the Dalmatian Coast.

Military operations in YUGOSLAVIA are, as usual, preliminary to a flare-up in the BALKANS, where the Germans fear a junction of Soviet and Anglo-American forces. The German Minister's visit, though ostensibly to secure agricultural deliveries promised by BULGARIA, was really to provide against an Allied blow across the Adriatic. The Minister had been ordered to see that the BRESLAU—SOFIA railway was ready for the transport of military traffic. It may also be to facilitate the withdrawal of the German forces in these areas, when the position becomes untenable.

King Peter, who has arrived in EGYPT preliminary to his restoration to YUGOSLAVIA, is trying to rally all co-operative elements in his country, Chetnik and Partisan. The Partisans are the guerillas, famous since Napoleonic days, the Russian Revolution and the Spanish Civil War. They are now led by Kosta Nagy who runs a 'State' of his own, and he has been joined by 50,000 Italians. His rival is Draza Mihailovitch, leader of the Chetniks. Mihailovitch, who used to be described as a legendary figure and superman, suffered a temporary eclipse from Russian denunciations that he was pro-Axis and anti-Bolshevik. "Serbism" more than anti-Communism seems to be his fault, however. At any rate he has the support of the Yugoslav Government-in-exile.

To Partisan and Patriot, the call has come from their King and the whole country is resisting. Heavy fighting is reported at SPLIT, SUSAK, LJUBLJANA GARIZIA in HERZEGOVINA, SANDZAK and MONTENEGRO.

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MAINTAINING THE TEMPO. The Russian Summer Campaign has cost the Germans dear. In a few weeks they have lost half of UKRAINE including the rich agricultural area round KHARKOV and the industrial area round the Donbas. They may still hold the western UKRAINE round KIEV and ODESSA but the question is 'how long will they?' The Russian drive is continuing. The fall of NOVOROSSISK and ANAPA has been followed by the collapse of TAMAN, and this has brought the Russian drive to KERCH. The Red Army is also pushing into White RUSSIA, threatening the German occupied Baltic States. The Germans may fix the Dnieper as their Winter Line, but it is now a question for the Russians to decide.

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WHITE RUSSIA. What is White RUSSIA? The name is mystifying. White RUSSIA, like the UKRAINE, was at one time outside Russian territory and under non-Russian rule. White Russians generally wear a costume which is all white—a white smock, a white homespun coat, and shoes with white leggings. When they came under Russian domination to distinguish them, they were therefore called White Russians. The White Russians, comprising some 80% of the population, consider themselves the purest Slavs, superior even to the Great Russians, or Russians proper, and the Little Russians or Ukranians. The country is a land of rivers. Here the Muscovite dynasties ruled at the time of the Tartar raids on RUSSIA.

DISENGAGEMENT MOVEMENT. But to return to the subject of the German retreat. Time was, as the reader may remember, when every isolated defeat on the eastern front was explained away as elastic or mobile strategy. Strategy of this kind was said to be a German discovery or monopoly, and this master strategy it was said was applied to the Red Army in order to bleed it to death. Yes, that was the term used. But when the Red Army, instead of dying, continued to inflict defeats, it was explained that the master strategy was to strengthen and economise the German line by shortening it. But, again, when the *whole* German line from SMOLENSK to the Sea of Azov moved back, the magic formula of 'mobile strategy' ceased to work.

'Disengagement movement' is Goebbels' latest stunt. In his Oct. 3 broadcast, he says, 'The German Wehrmacht has sufficient defensive powers to tie down militant Bolshevism far away from our borders. The disengagement movements of the past few weeks have been possible because of the past two years of extensive territorial conquests. They also correspond to bold and superior strategy. Of course we are giving up advantages of space, but losses in the war potential involved are being compensated by advantages of a strategic nature.'

The cat is out of the bag. The truth is that the Germans instead of bleeding the Russians have themselves been bled white in their previous Russian drives, and have no reserves, especially when a second front is feared. The earlier advantages of conquered territories, that is of 'space' have therefore to be given up lest all should be lost. Let Sertorius explain :—

'The practice of saving strength on the Eastern Front has enabled the German Command to concentrate considerable forces in other parts of EUROPE, to meet any imaginable attempt at invasion by the Anglo-American forces. This will aid in understanding the repeated decision of the German Command rather to yield up territory in the East which can be strategically dispensed with, than to reduce the strength of the great nucleus of the continental reserve.'

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THE SECOND FRONT. But the attack most feared by the German High Command is not in imagination only but it is now surely coming, if ever. It has been advanced, we are told, by more than a month by the recent successes in RUSSIA and ITALY. Necessary decisions have been taken Gen. Smuts has arrived and General Marshall is coming. Gen. Henry Arnold, Chief of the U. S. Army Air Forces has stated that 'a gigantic expedition', they are his words, 'will one day—not too many months hence—be sent against continental Europe. This expedition will be made up of bombers, fighters, ships, tanks, guns and men—thousands—hundreds of thousands streaming into the continent'. Artillery duels have occurred across the Channel.

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HITLER'S CITADEL is crashing. Rumanians are being withdrawn from ODESSA. Communist leaflets have been dropped at BUCHAREST. M. Tanrieuver, the Turkish Ambassador to RUMANIA is reported, according to an ISTANBUL message, to have brought proposals from Antonescu that RUMANIA should help the Allies as soon as they land, and also restore BESSARABIA and N. BUKHOVINA to RUSSIA. A Russian winter invasion of E. RUMANIA is feared. To counter these fears, Von Papen is said to have left his sick-bed, to set about circulating the lie of a Russo-German 'understanding.'

HUNGARY is doing its best to extricate herself from the Axis. She has refused more than once Hitler's demand for more troops for the defence of White RUSSIA and the BALKANS. Hitler has been told that any further pressure would result in severance of relations.

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SWEDEN AND GERMANS. The Swedish Government has warned GERMANY against the mass deportation of Jews. It has also stopped the oil traffic to GERMANY.

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THE U-BOATS have come back to the Atlantic rearmed with new weapons. Recently, for three days, they made stabbing hits on an Allied convoy and inflicted some damage. But Col. Knox has given the assurance that the United Nations have 'won the first round against the U-boats, though the battle is not yet won.'

During four months, ended Sep. 18, the Allies did not lose a single merchantman in the N. Atlantic through U-boat action. The U-boats were sent to the bottom one after another both by surface-ships and long-range aircraft. Now Admiral Doenitz, thwarted by this summer defeat, is said to have re-equipped his under water fleet with a new kind of torpedo and anti-aircraft weapons to meet attacks from the air, in the hope that his new-old 'secret weapon' may not be sent to the bottom at the rate of one a day without inflicting some loss in return.

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THE FAR EAST. The fall of LAE, SALAMAUA, and FINSCHHAFEN, the evacuation of VILA on KOLOMBANGARA Island in the SOLOMONS, and the destruction of 40 evacuation barges by the U. S. naval units with the powerful Japanese fleet inactive—all reveal a state of affairs which shows that JAPAN is now, like GERMANY, desperately trying to husband resources against the day of attack.

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THE AIR-WAR IN BURMA. Giving a resumé of the activities of the U. S. 10th Air Force, Gen. Davidson said that September was a record month for Allied air activity in the monsoon season, and that it was the second largest month for the tonnage of bombs dropped. Only on two days did the mission fail to go out.

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THE NEW FIRST SEA-LORD. Sir Andrew Cunningham, the hero of TARANTO and MATAPAN, has succeeded to the post of First Sea-Lord vacated by Sir Dudley Pound for reasons of ill-health. Sir Andrew will always be associated with the Mediterranean as the man who converted Mare Nostrum to 'Cunningham's Pond', as it has been called. He has forced the very Italian Fleet which aimed at seizing the Mediterranean to surrender to him unconditionally at MALTA.

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MISCELLANEOUS. 1. Mr. Averell Harriman, U. S. Lease/Lend Administrator has been appointed U. S. Ambassador to RUSSIA.

2. M. Fyodor Gusev is the new Russian Ambassador to LONDON.

THE INTELLECTUAL GOES TO WAR.

BRITISH POETS AND PAINTERS NO PACIFISTS.

(*Tom Harrison, Explorer and Anthropologist*).

It has been too easily assumed that all intellectuals are inclined to be pacifist. This feeling arises from a false idea of what intellectualism really means. It is thought that the intellectual is too sensitive for the common world. He is too profoundly aware of the essential brotherhood of man to take sides in any quarrel; his sympathies and imagination are too keen to allow him to be sufficiently ruthless or brave.

But if the word, intellectual, means anything, it means someone who can use his intellect. He is capable of abstract thought, and of disinterested passion. If he can see the situation as a whole, he can also decide what part the individual should play in it, and, having made up his mind, his power of detachment makes him a formidable and unresentful fighter.

In the last war, it was found that some of the bravest and most tenacious soldiers were schoolmasters and professors. In this war, the intellectuals are the people who saw it all coming, while so many others were hoping that Nazism was just another movement like folk-dancing. They are deeply aware of the realities behind the struggle, and they have made their choice.

RICHARD HILLARY.

The name of Richard Hillary at once comes to mind, and his book, 'The Last Enemy', expresses and typifies the attitude of the new intellectuals of his new generation towards the war. He was a young man whose future seemed to be pleasant and full of promise; he faced to the full the cosmic and personal implications of the conflict, and wrote a living book about it before he laid down his life. His friend Arthur Koestler escaped from France to be a private in Britain's Army till invalided out.

Among his contemporaries were the group of young men whose work appeared from time to time in the magazine *Horizon* before the war. One of these, Tony Goldsmith, is dead, killed in action, and his obituary has been written by his friend and collaborator playwright, Terrence Rattigan, of 'French Without Tears', now a Flight Lieutenant.

Poet Stephen Spender is a fireman in the London Auxiliary Fire Service; Poet Flight Lieutenant John Pudney seems to have found himself and produced his most distinguished work as the poet of the Royal Air Force; Pilot-Officer Rollo Wooley, author of short stories, and son of Rev. Wooley, V. C., Chaplain to the Forces, was killed in the air, and the Prime Minister's nephew, Esmond Romilly, who wrote 'Boadilla', a personal narrative of the part he played in tho Spanish War, was lost at sea in an aircraft.

NOEL COWARD'S TRIBUTE TO COURAGE.

Flight-Lieutenant John Strachy, having passed through the fire of the *blitz*, and written 'Post D,' now tells the story of the devotion and courage of Britain's Royal Air Force through his brilliant work published both in Britain and America.

Noel Coward, who had every reason to be the spoilt darling of apparently decadent times, and who canvassed to the full the cynicisms of the years between, after special government service, has given us "In Which We Serve",—a moving and serious tribute to the absolute qualties of courage and integrity.

Godfrey Winn, once renowned for '*sob-stuff*', shared the dangers and discomforts of sailors and airmen, and did fine work as a reporter of men in action before he abandoned his ultra-successful journalistic career to join their ranks. He has now passed his tests as an Able Seaman. So has playwright Ben Levy, husband of actress Constance Cummings. Actor and author Lieutenant Esmond Knight was blinded in the *Bismarck* action.

There are young artists like Richard Eurich, who painted Dunkirk and Dieppe; Captain Edmund Bawden, torpedoed coming back from the Middle East; Barnet Freedman, who sailed on *Repulse*; and Henry Carr, attached to the North African Expeditionary Force, who are busy recording the scenes of war, and find their inspiration in sharing front-line risks.

Captain Eric Ravilous, reported missing last year on a flight from Iceland, and now presumed dead, was one of these. Commander Peter Scott, painter and writer, has recently been publicly praised for his leadership of naval forces in the Straits. Cecil Beaton, the famous photographer, like playwright Dennis Johnson, has been in the heart of Libyan things.

ARTISTS IN CAMOUFLAGE.

And there are the older men: Paul Nash, whose front-line paintings of 1914—18 hang in the Imperial War Museum, has in this war given us an apotheosis of aerial warfare. John Nash, his brother, who likes to draw the flowers he grows in careful detail, is an Officer in the Observer Corps, and describes aircraft with the same botanical accuracy.

Some artists use their talents for specifically military purposes, such as Roland Penrose, one of the English surrealists, who lectures on camouflage, and Julian Trevelyan, who has done vital missions in Africa and Europe. I know a modern stage and textile designer, who used to wear velvet trousers and describe himself as a pacifist; he recently designed a new system of water camouflage, and has become a Major.

Several leading young musicians, like Alec Rawsthorne, are in khaki. On the whole, musicians seem to have bad health, though, and several are to be found as temporary Government officials in the key industries.

There are others who have relinquished the practice of the arts of peace and devoted their whole ability to the art of war. Frank Owen, author and late editor of the London *Evening Standard*, drives a tank, and Evelyn Waugh, who once used his wit in the description of bright young decadents, is (like Peter Fleming) a captain in Commandos. He is quoted as having said that German dive-bombing, like all things German, is very efficient and goes on far too long. There is a distinction between such a Waughism said at the desk, and while crouching in a hasty slit trench.

INTELLECTUAL MAGIC.

One of Britain's Members of Parliament, Captain Somerset de Chair, has just produced the first active service book by an M. P., 'Silver Crest,' about his African fighting. The brilliant young writer and poet, Alun Lewis, is an Army officer on foreign service, and one of the leading younger novelists, Arthur Calder-Marshall, is an officer in a famous infantry regiment.

The problem with which we were confronted, when appeasement had failed, was something requiring a little more than simple faith. We should naturally therefore expect that the intellectuals would accept responsibility at all levels and in any rank.

This is a war waged for civilisation by civilisation, and our offensive is backed and manned at every turn by the most outstanding of our men of brains as well as courage. If a last example were needed, will not the speeches of the Prime Minister—speeches made to uphold the sometimes desperate state of the moment—go down in history as the highest form of intellectual magic?

MILITARY OPERATION NOT JUDGED BY SIZE.

TRUTH ILLUSTRATED IN BATTLE FOR ITALY.

(*Lieutenant General Sir Douglas Brownrigg.*)

I know of no better example of the truth that the importance of a military operation cannot be judged by its size than in the comparison between the fighting now going on in Italy and Russia.

We do not know the exact figures of course, but it has constantly been asserted that over 200 German and satellite divisions have taken part in operations in Russia, whilst the highest figure I have seen mentioned in regard to the German strength in Italy has not amounted to more than 20. To some people figures mean nothing, to others they are the breath of life. It is to the latter class that I am in the main addressing this article.

Topography is the governing factor in a battle, and this can seldom be assessed at anything like its true value from a man.

When Hitler's armies crossed the Russian frontier in June, 1941, they were faced by the unending landscape of flatness, interspersed with acres of dense forest crossed by numerous large streams and rivers. They rolled forward on a frontage of 1,400 miles. There were, of course, definite lines of rail and road communications to guide them on their way, but except for patches of forest and marsh, there was nothing to prevent movement over wide spaces. Every column was in lateral touch with every other, even so the German troops were not thick enough on the ground to prevent patriot bands being left behind to cause untold damage and destruction to the German lines of communication during the months to come. Over such an immense and open country even Hitler's 200 odd divisions were insufficient to cover all the ground.

Now turn to Italy. The long thin leg sticking out into the Mediterranean averages but 100 miles in width and has a coast line of about 1,000 miles. This thin peninsula consists in the main of two coastal strips carrying road and rail communications, separated from each other by the Appennines, with only occasional communication by infrequent lateral roads and railways crossing the mountains by well defined passes. Quite obviously, such a country does not require as many troops to delay an invader marching northwards as would be necessary against a westwards advance across the steppes of flat Russia.

Thus it is that 20 German divisions in Italy may act as an equally effective brake to movement as 10 times as many divisions in Russia.

But even when all this has been said, there will be a feeling in some people's minds that 20 German divisions in Italy cannot hold up for very long the infinitely greater forces which Britain and America have in waiting to deploy. With complete supremacy at sea in the Mediterranean, surely we can land anywhere we now like. That might have an element of truth, were the Germans to remain with their eyes fixed to the south with intention of standing to the last somewhere in the Italian peninsula. But I cannot believe this to be their intention, In my view the German strategy is designed to hold up Anglo-American armies sufficiently long to allow the autumn rain in Russia and the winter weather in the Alps a chance of hindering their foes and helping themselves.

The whole war in Europe is contracting, and this will eventually result in the Germans being found everywhere on land in greater numbers. Fortunately for the United Nations, and unfortunately for the Germans, wars are no longer fought out entirely on the ground. Air power dominates the modern war, and the German air power is on the wane whereas the Allied air power has not yet reached its peak. With airfields established in Northern Italy, no German factory or arsenal will be out of effective day and night bombing range.

The long term view is most encouraging, but the beaches at Salerno have given us some idea of what the cost may be. Time is one commodity which Napoleon said no man should ask of him in war, but even time can be bought too dearly. Opposed landings all over Europe would not hasten the end, but would add very materially to the cost. By concentration of effort will the war be won, not by spectacular dispersion.

WHERE WILL THE GERMANS STOP ?

LACK OF DEFENCES AFTER KIEV.

(*"Scrutator" in the Sunday Times*).

Where can the Germans south of Zaporozhe and north of Kiev stand ?

Nothing is known of any fortified line constructed by the Germans in the rear, and in default of one that part of Europe presents very few natural defences. Indeed, there is none in the Ukraine except the great rivers. These differ very considerably in their value as obstacles, the Dnieper itself being much the biggest, while the Bug and the Pruth are easily crossed. Water is in itself the best natural barrier against tanks, but Russian waters freeze over in mid-winter. North of Kiev, away from the Ukrainian steppes, country is not so completely open. There are immense areas of forest, many areas of marsh, and among them a little to the west of the present fighting is the vast region known as the Pripet marshes. These features present difficulties for movement of armies, yet they did not materially impede the Germans in 1941 in their sweep on Moscow. Why should the Russians be affected by them on the return journey ?

Here the Germans may perhaps try in the first instance to stand on the north-south stretch of the Dnieper, backed by the North-West Railway coming down through Vitebsk. But there seems no reason to suppose that they can stay long even on this line, after abandoning their great strongholds at Smolensk and Gomel, of which the first is now gone and the second may go any day.

The railway in question is very important to German lateral communications. It was threatened farther north by the Russians last winter when they were brought near to it by their capture of Velikie Luki. The westward movement of contending armies is accompanied by persistent fighting. The German rearguards do not give way until they are forced to, and the Russians storm one stronghold after another.

But our allies seldom claim either booty or prisoners on any very large scale— nothing comparable to what they took last winter. The reason is that they have not generally been able now, as they were then, to get in behind the enemy and cut off his troops and his material wholesale. Nevertheless, his losses must have been heavy.

When the Russians were retreating, the figures which they published of the Germans killed can usually have been only guesses. But now that they are advancing over ground they are in a position to count the actual numbers of those buried, and presumably their totals are based on such counts.

What likelihood is there that the movement will be stopped? None can be discerned There will be a temporary pause of some weeks owing to the autumn rains, but with the advent of frost, fighting will be resumed.

Every piece of the Russian soil that the invaders lose, they lose for ever. All the fruits of their hard campaign and heavy sacrifices go down the drain. That is a depressing thought for them, but there is worse. Suppose that on some front much shorter than the present and far in the rear of it, they eventually brought the Russians to a standstill. There would still be Anglo-American armies on the Continental soil to tip the military balance and end equilibrium in the field, and there would still be bombers of the R. A. F. and U. S. A. A. F. progressively destroying Germany's industries and paralysing the sinews of her war, while one German city after another incurs the fate of Hamburg.

CORSICA: "THE SCENTED ISLE"

Corsica, Sardinia and Elba are the surviving remnants of the old disrupted land mass. Around them, the sea-floor sinks in places to great depths.

Their strategic importance is clear, even at the most cursory glance. Just as Crete commands the entrance to the Aegean, so Corsica and Sardinia guard the approaches to Southern France and Northern and Western Italy.

The strategic value of these islands has been recognized almost from the dawn of history, for the Phoenicians occupied the Balearic Islands, Sardinia and Corsica, as well as part of Sicily, Malta, and the city of Carthage, which they founded, near the "waist" of the sea. In later times, the Mediterranean islands have always been recognized as important, and British and French navies have often disputed the possession of them.

RULED BY FRANCE.

Corsica has been ruled by France since 1769, with the exception of three years from 1794 to 1797, when the English held it. The French conquered the island by a subtle policy, which destroyed the authority of the local Government, whom they were in theory supporting. This was the moment of Napoleon's birth, and Holland Rose, in his "Life of Napoleon", quotes the words in which Napoleon (who subsequently revised his ideas), refers to the happenings in the year of his birth :—

"Thirty thousand French vomited upon our coasts, drowning the throne of Liberty in waves of blood. Such was the sight which struck my eyes."

The bond forged between Corsica and France in the person and tradition of Napoleon has brought the two countries almost unnaturally close together; unnaturally, because there is much that is Italian in Corsica, including the dialect, and the ordinary way of living—and dying, if we recollect the Vendetta.

Corsica is a department, not a colony, of France, and used to be represented in the French Parliament. But the covetous eyes of Mussolini and his followers were soon cast upon Corsica.

It lies but 52 miles from the mainland; its resources are limited, but its strategic possibilities are great, and the "Mare Nostrum" propaganda of Italian Fascism could hardly be sustained without a claim to possession of the island.

Genoa and Leghorn—both important harbours—are within easy range, and so is the naval base at la Spezia. Ajaccio faces the open sea, but San Bonifacio in the extreme south faces the narrow strait of Bonifacio, in which there is an Italian island heavily fortified—Maddalena. Bastia is very close to Italy and commands an important Italian shipping lane.

Thus Corsica has three good naval stations, if somewhat limited facilities for aerodromes, owing to the rocky nature of the country. Small wonder that Corsica has been an Italian aim.

HARSH BEAUTY.

The harsh beauty of Corsica is peculiarly its own. The rocks are multi-coloured, purple, pink and red alternating with green, brown and grey; the structure of the rocks is such that parts of them wear away, leaving grotesque carved outlines and ravines, over and into which pour tempestuous rivers.

The island is heavily timbered in places, with oaks, cork trees and pines. Much of it is covered with the characteristic Corsican maquis, a thick, tangled undergrowth which contains almost every known flower; it is the great beauty of Corsica and is responsible for its nickname of "the scented isle".

But despite many natural beauties, there is something sombre and stark about much of Corsica, which is reflected in the stories of Alphonse Daudet. This quality of the "farouche" is most noticeable as night falls, for when the colour fades from the harsh outlines, there is an indescribable feeling of loneliness and desolation directly one leaves an inhabited neighbourhood. Yet here and there the traveller finds tender valleys with olive trees and terraced vineyards, and tiny villages sometimes perching over the valley itself; and there are many beautiful beaches, with sands as multi-coloured as the rocks which have made them.

In a country so mountainous as Corsica, there is every sort of climate and this gives rise to some of the bad reputation which Corsica has for health. The small reservoirs and tiled ducts which lead water down from the valleys tend to breed mosquitoes, which keep malaria going at a high rate. The sanitary conditions are bad, and the standard of living is low; but the Corsicans seem, in the main, to thrive upon their diet, which includes a good deal of good, crude, local wine.

FEEBLE GERMAN NAVAL STRENGTH.

NEW POSITION IN THE MEDITERRANEAN.

As a result of the disappearance of the Italian fleet from the scene of hostilities, the Germans will now have only U-boats, aircraft and light coastal forces with which to oppose the Allied sea-power in the Mediterranean.

The number of U-boats available for operations in the Mediterranean depends on the battle of the Atlantic. If Admiral Doenitz decides to renew operations in the Atlantic on the same scale as early this year, and meets with the same rate of casualties, there will not be many U-boats immediately available for the Mediterranean. At present, there are a few U-boats in this theatre, and they have been remarkably inactive since the beginning of the year up to the capitulation of the Italian Government.

The last considerable campaign in which they took part was the attack on the Allied supply line after landings in French North Africa in November, 1942; when they suffered very heavy casualties—13 U-boats in seven days.

German U-boat crews do not like operating in the Mediterranean, which they regard as considerably more dangerous than the Atlantic. Extensive air cover, which the Allies will be able to provide for their shipping routes, adds to the difficulties of operating in enclosed waters. German commanders and crews are neither trained for nor experienced in the especially dangerous Mediterranean conditions.

The probable bases for German U-boats in the Mediterranean are Toulon and Marseilles, and those Italian ports which remain in German hands and naval bases on the Greek mainland. At present, few of these ports offer the same protection against air attacks as is provided in the Atlantic bases.

The *Luftwaffe*, augmented by captured Italian aircraft, presents the real danger to our shipping. Crete, aerodromes in the south of France and Pelopennese, still remain valuable advanced bases for its operations.

On the other hand, the number of enemy aircraft available for operations against our shipping will depend on air activity over land fighting both in Italy and elsewhere.

As the Allies advance, they will not only deprive the enemy of more air bases but at the same time will accumulate air power on the European soil with which to protect their shipping.

At the time of the surrender of Italy, the Germans had no surface naval forces in the Mediterranean, except one or two small units taken over from the Yugoslav navy and a few M. T. B. flotillas brought overland. They will, therefore, depend on such smaller units of the Italian navy as they can seize intact. These consist of a few destroyers, torpedo E-boats, U-boats and M. T. Bs. It is not yet possible to estimate their numbers. While the M. T. Bs. and similar craft can be taken over as they stand, the manning and possible rearming of other units may present some difficulties.

The Germans have also secured three badly damaged larger Italian units—the battleship *Cavour* and the two 8-inch cruisers, *Gorizia* and *Bolzano*. They have dockyards for repairing these vessels, but are likely to have difficulty in finding material, and above all man-power, before they can recommision them.

The Germans have only these forces, which are likely in any case to be inadequate in carrying out routine tasks, which were formerly performed mainly by the Italian Navy, such as mine-sweeping, port protection, anti-submarine operations and provision of escorts for merchant shipping. Apart from U-boats and the *Luftwaffe*, they can offer no adequate defence against exercise in full of the Allied sea power with all that that entails, such as the power to carry and support troops and landings wherever they may be desired.

RUMOURS OF MUTINY IN GERMAN NAVY.

There is no doubt that something strange has happened to the German main fleet in the Narvik area, writes the *Daily Telegraph* naval correspondent.

It has been known for some time that the main body of the German navy—consisting of the battleship *Tirpitz*, the battle cruiser *Scharnhorst*, the pocket battleship *Luetzow* and the 8-inch gun cruiser of the Hipper class—have been based on Norwegian fjords in the far north. Now it is said that the pocket battleship *Luetzow* has come south to a German port. This movement takes on added significance in the light of German admissions and reports from Swedish sources in the past few days.

A few days ago, a German High Command communiqué stated that British midget submarines had attempted to penetrate Norwegian fjords, and that some crews had been taken prisoner. There has been no indication of what was meant by midget submarines, but the Germans presumably referred to vessels similar to those used by the Japanese at Pearl harbour, Diego Suarez and Sydney. The German High Command has not again referred to this incident in its official communiqués, but there has been a spate of reports from Swedish sources, most of them referring to sabotage among German heavy ships, and some of them alleging mutiny in which German military units had taken part.

It was even reported that Admiral Doenitz, Commander-in-Chief of the German navy, was flying to the Alten fjord, 90 miles south of the North Cape to inspect the damage and carry out personal investigation. In the circumstances, it seems strange that one unit of the German fleet should leave harbour and steam independently at high speed. While it may be too much to expect that all the ships in Norwegian fjords have been disabled, there is no doubt that the situation of the German fleet in the Alten fjord is far from happy. It may well be that the pocket battleship *Luetzow* has been sent south to collect materials from German dockyards, since there are no repair facilities at the Alten fjord.

JAPAN AND THE ITALIAN SURRENDER.

To the Japanese, the news of Italy's signature of an armistice must have come like a thunderclap. After Mussolini's downfall, Government spokesmen in Tokyo spent a lot of time assuring the people that he had been dismissed because he had failed in his supreme job of getting on with the war. Marshal Badoglio was boosted as an able soldier and as "the man of the hour, the man who can best deal with the situation."

On July 17th *Domei* had quoted Stefani as saying that "Italy will resist to the last man." On July 18th Mussolini instructed the Ambassador in Tokyo to hand in a personal message to Tojo "manifesting firm unity among the Axis." On July 27th (after Mussolini's fall), the Italian Ambassador formally communicated the assurance that there would be no change in Italian war policy. On July 28th *Domei* reported that "anti-Axis propagandists must have been completely shattered by the Italian Government's prompt assurance of inflexible adherence to the Tripartite Pact." On August 30th, Eiji Amau, head of the Information Board, declared that Italy would not make a separate peace, and that enemy efforts to alienate Italy from the Tripartite Pact were bound to fail.

Finally, on September 8th the Tokyo newspapers printed a hot message from Rinichi Sasaki, special correspondent in Rome of *Domei*, in which he said "The anti-Axis Powers are predicting that the surrender of Italy is only a matter of time, but living amidst the Italian people, feeling as they feel, and actually witnessing what is transpiring, one knows the difference. The Italian attitude is governed by logical and rational realisation engendered through reasoning."

That same night the German Ambassador in Tokyo called on Shigemitsu to break the news about the "cool reasoning," and next morning the Tokyo Radio practically confined itself to German communiqués, which, between loud expressions of indignation, tried to put the best possible face on the crisis. Then Tokyo said that Japan had been expecting Italy to surrender and thus was not taken by surprise, and played up statements that the Germans also knew what was afoot, and that all military precautions and other measures had already been taken.

Tokyo's embarrassment at the outcome of events in Italy was all the more acute since it had also carried out the Italian "no surrender" campaign not only in Japan but throughout the Coprosphere. The line subsequently taken was that it was terribly treacherous and all that, but that it was good riddance, that Germany would be liberated from an encumbrance and would no longer have to send in huge supplies to Italy, that her strategic position would be improved by the highly popular pastime known in Japan as streamlining, and that anyway a Free Fascist Government was in the offing which Tokyo would be only too eager to recognise when it could find out where and who it was, on which it loyally awaited enlightenment from Berlin.

Meanwhile, in the "free and independent" Occupied China, the Japanese swept down upon Italian interests and seized them—an eloquent commentary on the endlessly repeated statements about Nanking's new status under the benevolent new-old Japanese policy.

It is quite evident that the news came as no less severe a shock to the occupied countries, especially the Philippines and Siam, while Burma and others hastened to issue statements that though all had changed all remained the same.

There was significantly little comment on the very vital fact that the Italian Fleet had turned over to the British, which frees the British Mediterranean Fleet for duties in Eastern waters in due course.

WORK OF SERVICING COMMANDOS.

"SAPPERS" OF ROYAL AIR FORCE.

While the battle of beachheads continues round Salerno, the right and left wings of the Eighth Army are pushing steadily northwards from the toe and the heel. As the advance sweeps on, more airfields are being taken by the Allies and in record time are being put in fighting trim by servicing commandos of the Royal Air Force.

Already more than 16 airfields and landing grounds are in Allied hands. In the heel of Italy, Lecce, Donato, Gioia, Grottaglie and Bari are all suitable for medium bombers. Anpanerazio and Manduria can accommodate heavy bombers. Leverano's emergency landing ground is suitable for fighters only. Brindisi combines both a fighter airfield and a seaplane base. In the toe, Nocero, Terinese, Bottricello, Scalea, Praja and Dajeta have landing facilities for fighters, while the fighter airfield at Vibi Valentia is fully equipped. Reggio-de-Calabria and Cretone are suitable for medium bombers, but only the former is fully equipped. There is also the seaplane base of Sapri.

CLEARED IN FEW HOURS.

The Reggio airfield, the first base to be captured, was cleared of obstructions in a few hours. Servicing commandos went in with the spearhead of the invading forces to tackle this formidable job. When the first Spitfire of the R. A. F. landed in the toe of Italy, the maintenance crews, fully equipped with stores and petrol, were ready waiting to refuel and service the aircraft. Now R. A. F. commandos are hard on the heels of the retiring enemy. Their work begins the moment new airfields are captured. Members of the essential trades, such as fitters, riggers, armourers, instrument repairers and electricians, trained to 100 per cent fitness, make ready to hand over to ground crews proper.

The runways are repaired and emergency landing strips laid out. Units of transport, often battling through shellfire and along tricky winding roads, rush up petrol and ammunition.

With the cluster of bases round Brindisi, and in the north with Bari in Allied hands, fresh targets as far afield as Greece, Crete and Ploesti oilfields in Rumania come within the range of Allied bombers. When Foggia and its string of satellites are in Allied hands, still further possibilities will be opened up, both in the direction of the Balkans and to the west in Salerno.

Clearly, however, the first task of the Allied air forces when established in these bases will be to ensure the utmost support to the land forces. For the time being, therefore, it is reasonable to expect that Air Chief Marshal Tedder will use all available forces on airfields, road and rail communications and other similar targets in Italy vital to the Germans.

Speed is the watchword of R. A. F. commandos. Moving with assault parties their task corresponds to that of sappers, engineers and technicians, whose job it is to ease the path of the army's mechanised units. Not only have they to repair the damage caused by the retiring enemy but the havoc wrought by their own bombers.

A typical servicing commando operation was seen in the invasion of Sicily. It serves as a pattern for the task which has confronted these units in the assault on Italy.

FULLY SERVICEABLE IN 48 HOURS.

At 1 p. m. assault troops, consisting of a British Infantry battalion were landed. At 7 a. m. servicing commandos disembarked and reassembled on the beachhead at Pachino. A defence position was chosen and manned against enemy counter-attack. Throughout the day, enemy snipers kept up a hail of fire. By night, bombs and flares were dropped in and around the camp site. By seven in the morning, the unit marched from the beach to an airfield four miles away. It had been ploughed up. The work was immediately begun on servicing the runways. Units of vehicles conveyed petrol and ammunition from the shore. By 11 p. m. that night, hundreds of gallons of petrol and large quantities of oil and ammunition were in dump near the airfield and distributed round dispersal points. The first Spitfire made a good landing on the ploughed-up runway. The aircraft was refuelled, serviced and inspected and then dragged to the road to enable the pilot to take off. Other Spitfires followed, and while they were refuelling the airfield was attacked by a force of ME-109s. But the work went on.

The nex day more petrol, oil and ammunition were brought up to the airfield from the beachheads. Forty-eight hours after taking over, the servicing commandos had made the airfield fully serviceable, and squadrons of R. A. F. fighters were rearmed and serviced by the unit before taking off on operations. Their task completed at this airfield, the commandos went forward to other airfields to prepare the way for incoming squadrons. At one time, 60 Kitty bombers of the American pursuit group were serviced and bombed up for operations in record time. The servicing commandos remained on duty until American ground crews arrived later in the dsy.

ON TO NEXT TASK.

In this case some units of the men were trained before leaving Britain for the Mediterranean theatre. Other units were established and trained in the Middle East.

Hard work lies ahead of servicing commandos.

ROLE OF CARRIERS IN THE PACIFIC WAR.

(*Peter Masefield*).

Fundamental changes—for the better—have taken place on the Pacific front, the full significance of which is only just beginning to show. The Japanese offensive strategy appears now to be halted and to be turning to an uneasy defence.

Undoubtedly, one of the prime causes for this change has been the rise of the Allied power in the Far East. In that respect the development of the Pacific war resembles that in the West—the United Nations are building up local air mastery and then gradually widening its sphere of influence.

JAPANESE AIR POWER OVERRATED.

As everyone knows, Japan began the war in the Pacific with undisputed air superiority, which in the absence of anything but woefully weak Allied air forces led at first to an over-estimation of the Japanese air-power. That time has passed, and now that we have

large forces opposed to the Japanese, we are more nearly able to assess their true worth. The fact is that Japanese aircraft seems to be of second-rate quality. The same is true of aircrews. All in all, the Japanese do not appear to be up to the standard of the Germans, and in quantity they cannot match the air forces now being sent to the Pacific.

Air war in the Pacific, now that the Allies have the initiative, has two offensive aspects. The two aspects are naval and military, or more properly sea-going and land-based. If ever there was a place for naval airpower it is the Pacific. Its wide waters are now perhaps the only place in the world for the use of aircraft-carriers in fleet actions, as opposed to their complementary and very important function as guardians of supply routes across the Atlantic.

In the Pacific, the rôle of the carrier is not only defensive in bringing up reinforcements secure from enemy attack, but also offensive in that carriers can carry air-war right to the enemy's doorstep. In that respect, in major actions, no carrier should be considered any more as an individual unit. For success, carriers must operate together at least two at a time, one supporting the other, just as day bombers protect each other in formation during raids over enemy territory.

SUPERIORITY OF ALLIED CARRIERS.

Fortunately, many new powerful carriers have been added to the fleets of the United Nations during the past few months, some large and many smaller of the converted type. Of the bigger ships, at least seven 25,000 tonners have been added to the United States Navy since the beginning of 1942.

Nor have British shipyards been idle in reinforcing the Royal Navy. Together, Britain and America should be able to bring into action the most powerful fleet of carriers ever assembled, and although the Japanese have made desperate efforts to meet this threat by their own construction the superiority of flying and fighting equipment on Allied carriers should prove decisive.

In fact, the aircraft now going to sea with Allied carriers are not only much superior to the standard types in action when the Pacific war began, but also much more nearly equal to similar types of landbased Allied aircraft. In the Royal Navy, for instance, the Supermarine Seafire fighter, in its latest version, is little inferior to the equivalent mark of the Spitfire from which it was developed. Some slight reduction in performance is unavoidable, because of the necessary addition of the deck landing hook, and for vision folding wings, which add a small amount of weight. But naval fliers have shown that there is no unsurmountable difficulty in flying such high performance aircraft from carrier's deck.

CARRIERS' DUAL PACIFIC ROLE.

Carrier-based aircraft in the Pacific area can be seen to have as their chief functions the destruction of enemy naval forces wherever they may be found, and close support of Allied landings on what are at present Japanese-held outposts. The sinking of *Roma* in the Mediterranean showed again how vulnerable battleships are to air attack when without an air escort.

'V' DIARY, 1944.

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THE SECRETARY,
National War Front Bureau,
PUDUKKOTTAI. (South India).

PUDUKKOTTAI STATE NATIONAL WAR FRONT BUREAU.

PROGRAMME.

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10-10-43	Kiranur	... 7.00 p.m.
,,	Nanjur	... 7.30 ,,
11-10-43	Puvarasakudi	... 7.00 ,,
,,	Venkatakulam	... 7.30 ,,
12-10-43	Perungalur	... 7.00 ,,
,,	Adanakkottai	... 7.30 ,,
13-10-43	C. S. M. High School	... 10.00 a.m.
,,	Rani's High School	... 10.45 ,,
13-10-43	College A English	... 11.00 a.m.
,,	College B Tamil	... 11.00 ,,
,,	Pungudi	... 7.00 p.m.
,,	Satyamangalam	... 7.30 ,,
14-10-43	Mirattunilai	... 7.00 ,,
,,	Arimalam	... 7.30 ,,
15-10-43	Udayalippatti	... 7.00 ,,
,,	Killukottai	... 7.30 ,,

LECTURES CLXVIII. (*Batch 2*).

16-10-43	Municipal Office	... 6.00 p.m.
17-10-43	Kudumiyamalai	... 7.00 ,,
,,	Parambur	... 7.30 ,,
18-10-43	Vengalur	... 7.00 ,,
,,	Konapattu	... 7.30 ,,
19-10-43	Nachchandupatti	... 7.00 ,,
,,	Virachchilai	... 7.30 ,,
20-10-43	C. S. M. High School	... 10.00 a.m.
,,	Rani's High School	... 10.45 ,,
20-10-43	College A English	... 11.00 a.m.
,,	College B Tamil	... 11.00 ,,
,,	Kulipirai	... 7.00 p.m.
,,	Sevalur	... 7.30 ,,
21-10-43	Kalamavur	... 7.00 ,,
,,	Nallur	... 7.30 ,,
22-10-43	Panayappatti	... 7.00 ,,
,,	Rangiyam	... 7.30 ,,

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Sri Brihadamba State Press, Pudukkottai. 750—10—10-43.